

**REMARKS**

This response to office action is responsive to the Final Office Action mailed on July 17, 2006. Claims 1-20 are pending in the application. Applicant kindly thanks the Examiner for the allowance of Claims 18-20 and for acknowledging that Claims 8, 9, 16, and 17 are allowable. Claims 1-7 and 10-15 have been rejected. Claims 1-17 have been amended. Amendments here presented are made for the purposes of better defining the invention, rather than to overcome the rejections for patentability. No presumption should therefore attach that the claims have been narrowed over those earlier presented, or that subject matter or equivalents thereof to which the Applicants are entitled has been surrendered. No new matter has been introduced by these amendments. Reconsideration and allowance is respectfully requested in view of the amendments and the following remarks.

**Rejection under 102(b)**

The Examiner has rejected Claims 1-7 and 10-15 under 35 U.S.C. 102(b) as being anticipated by Koch et al. (U.S. Patent No. 3,343,507). The rejection is respectfully traversed.

**Discussion of Prior Art****Koch et al.**

The Koch et al. reference fails to disclose each and every element of Applicant's claimed invention. In particular, the Koch et al. reference merely discloses a front axle of the Elliot type or reversed Elliot type with steering knuckles

pivotally attached to the ends of the rigid axle by king pins. The front axle of Koch et al. is for use with commercial vehicles (e.g., heavy duty trucks). Figure 1 of the Koch et al. reference explicitly discloses a rigid transverse front axle assembly 10 of the reversed Elliot type used with four wheeled commercial vehicles. The axle assembly comprises a solid beam 11 formed at each opposite end with an integral boss 12 having a through cylindrical bores 13 for mounting the king pin assembly. Figure 2 of the Koch et al. reference also illustrates the left end of the assembly 10 which is the reversed Elliot type. Moreover, the Koch et al. reference explicitly discloses that Figure 1 shows the entire front steering axle with both left hand and right hand axle bosses and mounted king pin and eccentric sleeve assemblies. The Koch et al. reference discloses at claim 1 a steering knuckle and king pin assembly of the type characterized by a rigid axle beam supported at both ends by ground engaging wheels mounted on said steering knuckle and pivoted upon a king pin, said king pin mounted on said axle beam in substantially vertical angular position . . . to vary the wheel chamber. The Koch et al. reference is silent with respect to a motorcycle triple clamp comprising a body defining a first motorcycle fork clamp opposite a second motorcycle fork clamp along a common centerline. The body defines a motorcycle center steering pivot, said motorcycle center steering pivot including a pivot centerline. An offset defined by said common centerline and said pivot centerline, and at least one clamp insert having an eccentric form insertable in each of said first motorcycle fork clamp and said second motorcycle fork clamp, said clamp insert configured to shift the offset of a motorcycle front wheel.

In contrast, Applicant's claimed invention provides for a motorcycle triple clamp including a body defining a first motorcycle fork clamp opposite a second motorcycle fork clamp along a common centerline, the body defining a motorcycle center steering pivot, the motorcycle center steering pivot including a pivot centerline. An offset is defined by the common centerline and the pivot centerline. At least one clamp insert has an eccentric form insertable in each of the first motorcycle fork clamp and the second motorcycle fork clamp, the clamp insert configured to shift the offset of a motorcycle, as claimed in part in claim 1.

One of ordinary skill in the art clearly understands that the motorcycle triple clamp for the front forks of the motorcycle front wheel as claimed are not remotely close to or associated with a rigid axle beam having a king pin assembly for each of the two ground engaging wheels that steer a commercial truck.

The Koch et al. reference does not disclose or remotely suggest the claimed invention. The Koch et al. reference discloses a means for altering the camber of the two steering tires for four wheeled vehicles with a rigid axle and king pin assembly. There is no mention or suggestion of a motorcycle clamp body forming a first motorcycle fork clamp and a second motorcycle fork clamp, a motorcycle center steering pivot formed in said clamp body between said first motorcycle fork clamp and said second motorcycle fork clamp, said motorcycle center steering pivot defines a steering centerline, said first and second motorcycle fork clamps define a fork centerline, an offset formed between said steering centerline and said fork centerline; and a clamp insert including an insert body defining

an insert wall defining an insert inside diameter and an insert outside diameter, said clamp insert outside diameter configured to be insertable in each of said first motorcycle fork clamp and said second motorcycle fork clamp and configured to shift said offset of a motorcycle front wheel, as claimed in part in claim 12.

In no equal terms are the components of a motorcycle steering assembly which includes front motorcycle forks that mount to a single motorcycle center steering pivot designed to steer a single front wheel the same as or remotely the same as a steerable axle with a rigid axle beam supported at both ends by ground engaging wheels. A motorcycle is a two wheeled vehicle with a single front steering wheel. The Koch et al. reference does not disclose a motorcycle or any part of a motorcycle. The Koch et al. reference is strictly limited to four wheeled vehicles with rigid axle beam Elliot type and reverse Elliot type steering assemblies. There is not even a remote hint in the Koch et al. reference that any parts of the Elliot type steering assembly can be modified in any form to transform into the front forks and steering mechanism of a motorcycle. A motorcycle triple clamp and its exclusive relationship to the motorcycle front forks and steering mechanism is clearly understood and recognized by one of ordinary skill in the art as claimed and described in Applicant's specification. The Koch et al. reference fails to disclose a motorcycle triple clamp or anything remotely close to a motorcycle triple clamp. The Koch et al. reference fails to disclose a body defining a motorcycle fork clamp let alone a first motorcycle fork clamp and a second motorcycle fork clamp. There is no motorcycle center steering pivot disclosed in the Koch et al. reference. There can not be

a motorcycle center steering pivot, since the device of Koch et al. is a two wheeled steering device for a four wheeled vehicle. There is no motorcycle offset defined by the common centerline and pivot centerline in Koch et al. There is no clamp insert having an eccentric form insertable in each of the motorcycle fork clamps configured to shift the offset of the motorcycle front steering wheel disclosed in Koch et al.

The numeral 12 in figure 1 of Koch et al. is an integral boss of a solid beam 11 of an axle for a heavy duty truck and is not a fork clamp of a motorcycle. King pins 18 are mounted in each of the bosses 12 of the front axle of the trucks for supporting the two front wheels of the truck.

Since the Koch et al. reference fails to disclose each and every claimed element of independent claims 1, and 12, then the Koch et al. reference fails to anticipate Applicant's claimed invention.

Withdrawal of the rejection under 35 U.S.C. § 102(e) is therefore respectfully requested.

Further remarks regarding the asserted relationship between Applicant's claims and the prior art are not deemed necessary, in view of the foregoing discussion. Applicant's silence as to any of the Examiner's comments is not indicative of acquiescence to the stated grounds of rejection.

The cited art of record and not relied upon does not render the present invention anticipated or obvious.

Conclusion

In view of the above, reconsideration and allowance of each of the claims is respectfully requested. If there are any remaining issues that need to be addressed in order to place this application into condition for allowance, the Examiner is requested to contact Applicant's representative.

Respectfully submitted,



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